

"I've got wings!"



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K9

2-



"I've got wings!"



FOR CENTURIES man looked longingly at the skies. Finally, some forty years ago, at Kill Devil Hill, near Kitty Hawk, North Carolina, Orville and Wilbur Wright successfully completed the first mechanical flight.

Today, thanks to the Wright brothers, man can fly. The Air Age is here! Thousands of military and commercial airplanes are speeding across the country on well-defined, carefully regulated airways. Air routes are reaching across every continent, into every corner of the world. No place on the globe is now more than 60 flying hours from your nearest air field.

As aviation comes of age air traffic is becom-


ing more and more of a problem to pilots. Uniform rules and regulations are necessary to insure maximum safety in flight.

To the young men of America whose hearts are in the sky, we present this booklet. Its pictures teach the rules that every pilot must know before he can earn his wings. Learn what this booklet has to tell and you will have taken a long step toward the day when you can say, "I've Got Wings."



Art ideas for this booklet were contributed by personnel of the Air Traffic Control Division of the Civil Aeronautics Administration. "I've Got Wings" was prepared and published by the U. S. Army Air Forces, Flight Control Command.





FOLLOW ME, NOW, AND
FIRST YOU'LL LEARN WHAT
ALL GOOD PILOTS KNOW ABOUT

AIRPORTS!

Highway to
**PILOT
SUCCESS**

RIGHT THIS
WAY, MEN!



CONTROL TOWER

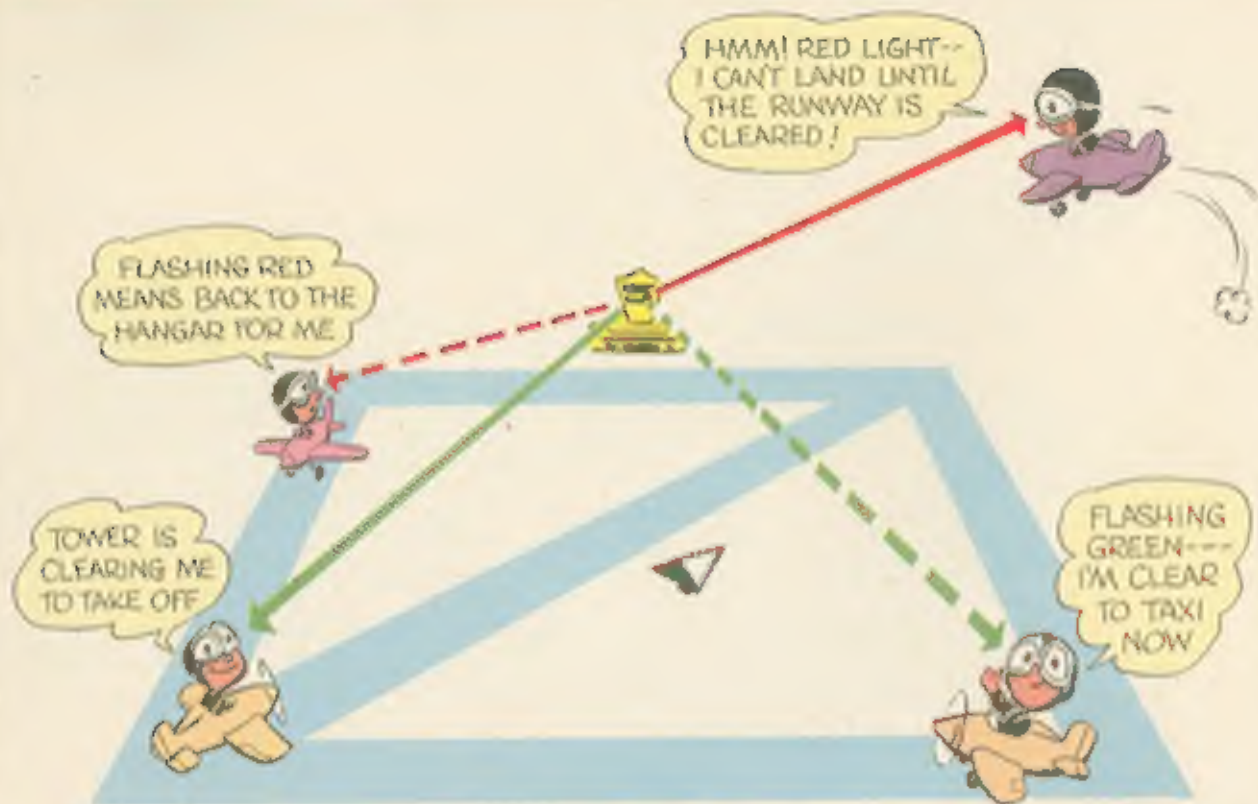
OH BOY! I CAN
LAND NOW--THERE'S
THE GREEN LIGHT-
GUN SIGNAL!!

I'VE BEEN CLEARED BY
RADIO FROM THE TOWER,
SO I'M TAKING OFF!



Radio
Mikes

TOWER SIGNALS



CONTROL TOWER

GREEN LIGHT TO ME--
I'M COMIN' IN FOR
A LANDING

HEY! THAT'S THE EMERGENCY
WARNING SIGNAL-- FLASHING
RED AND GREEN!! I GOTTA
WATCH OUT-- SUMP'N'S WRONG!

I MUST GET
OFF THE
RUNWAY--I
CAN'T TAKE
OFF!

OH! RED LIGHT!
I MUST HOLD--
CAN'T TAXI!

I GOTTA STOP
TAXIING
IMMEDIATELY!

IT'S ALL SO SIMPLE
WHEN YOU KNOW THE RULES

LIGHT GUN SIGNALS



FUEL SUPPLY

HEY, CHUMP!

Grumpy Goldfish
IM FREE!

COME!

STARTING RULE

Whee!



TAXIING

— 37 —

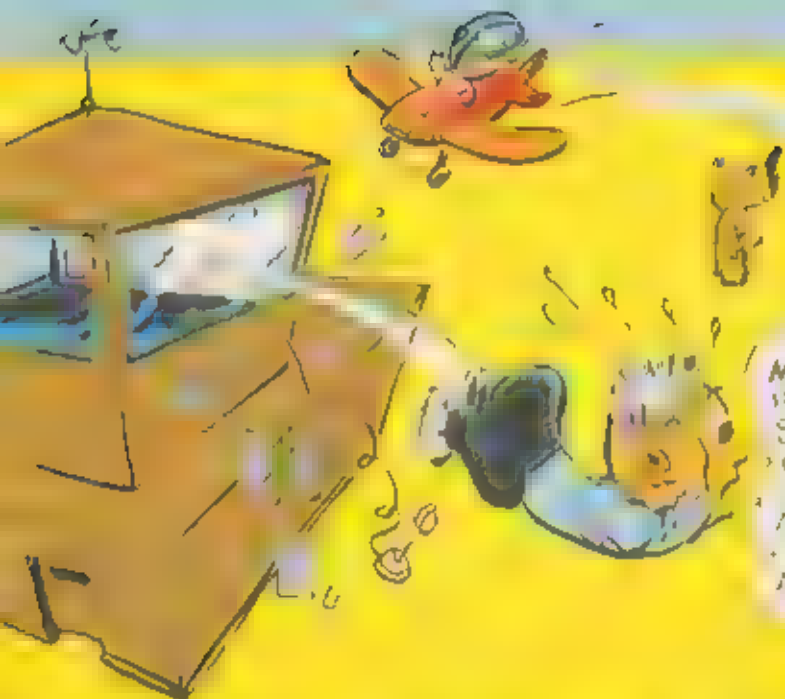
THE TAMEOFF

THE TAMEOFF



SMACK!

THE TAMEOFF



MOTHER MACHREE!!
HE KNOWS HE'S NOT
SUPPOSED TO TURN
UNTIL HE HAS AT

AT THE NEW
CITY
AND THE NEW

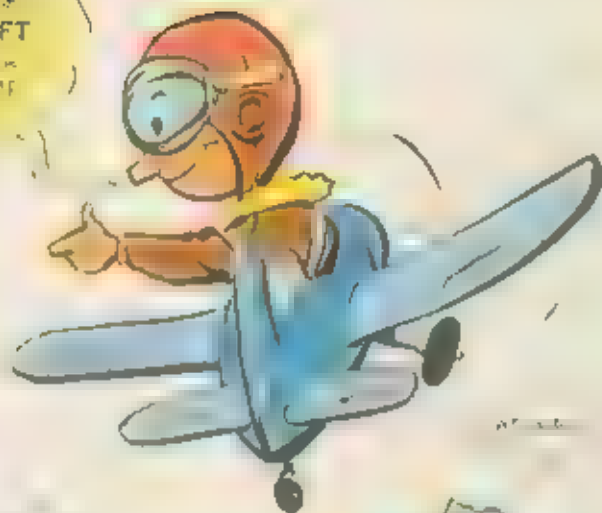
AND FIVES
MORTALS

TURN AFTER TAKEOFF





THE 21st HUNDRED
WENT TO THE LEFT
THE 21st HUNDRED
WENT TO THE LEFT
THE 21st HUNDRED
WENT TO THE LEFT



CIRCLING the AIRPORT



THE CONTROL ZONE

THE CONTROL ZONE



Overcast



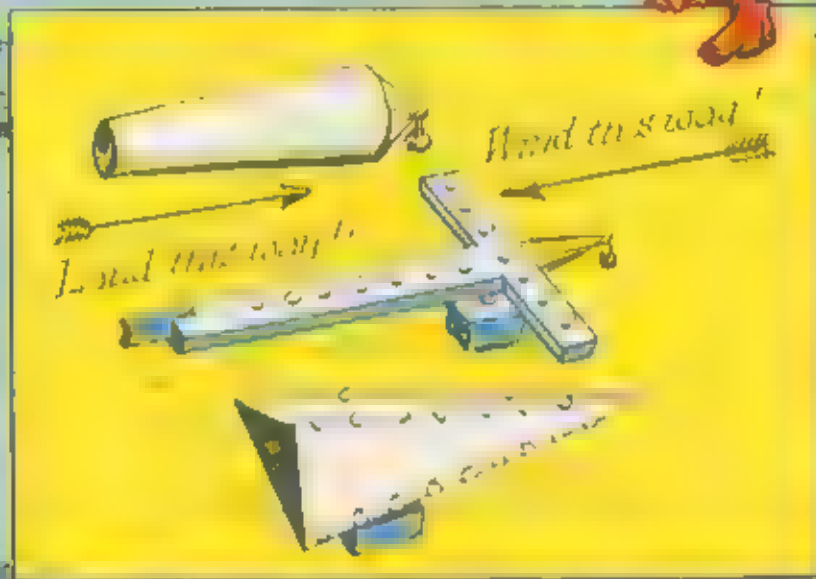
...ING AND 3 MILE
I HAVE SPECIAL PERMISSION



CONTROL TONE *Minimums*

WAYS AND INTO
THE WIND AND MARKERS
BY WHICH WAY THE
WIND IS BLOWING

THESE AT ANY ONE AIRPORT
ARE ALWAYS THE SAME
AND ARE USED BY ALL
PILOTS



AIRPORT WIND MARKERS



IT'S A TERRIBLE THING THAT ALWAYS IS - THE RUNWAY IN, THE
WITH THE WIND AND LAND INTO THE SAND - TELL YOU DIFFERENT

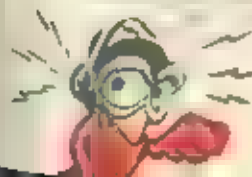
LAND INTO the WIND



My name is
I am years old.
I live in
My favorite color is
My favorite food is
My favorite animal is
My favorite sport is
My favorite day is



APPROACH LEG



TOWER INSTRUCTIONS

AIRPLANES AND 1

2

3

4



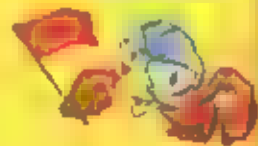
I'M FLYIN AN
AIRSHIP THAT GIV
ME THE No. 3

AIRCRAFT RIGHT-OF-WAY

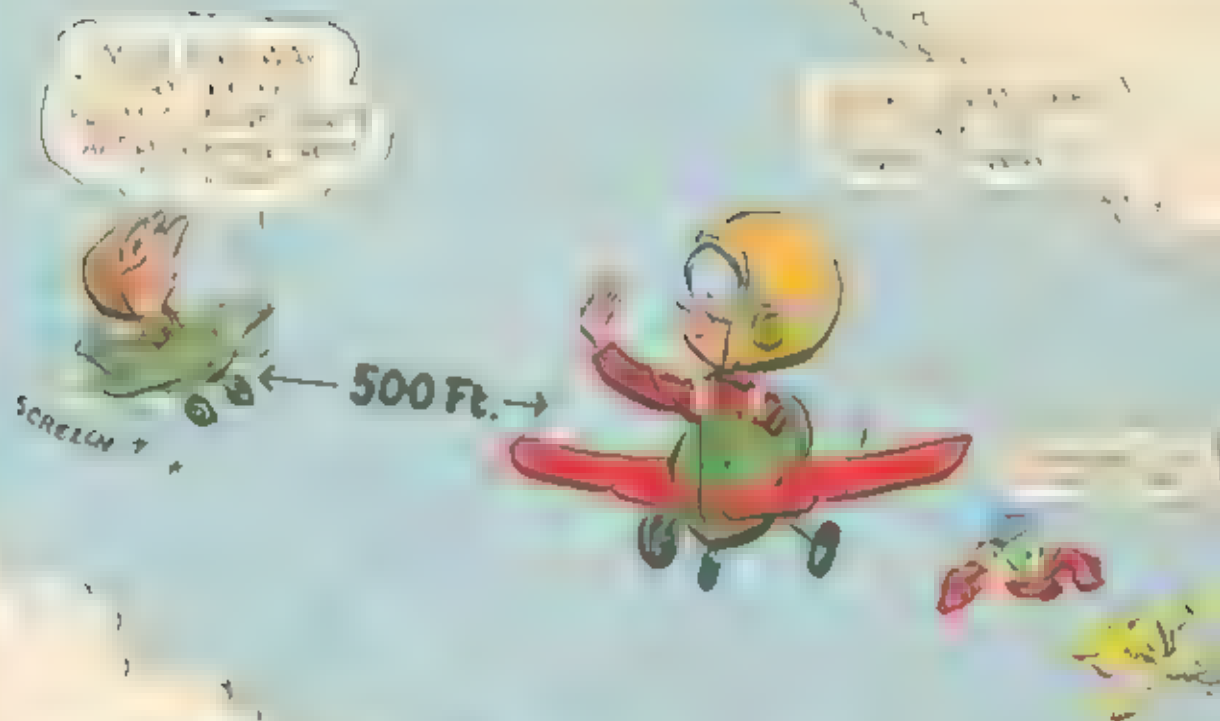


NO 2

WE'VE EVERYTHING
NUMBERED 1.



OVERTAKING *Right-of-way*



CROSSING *Right-of-way*



MEETING HEAD-ON

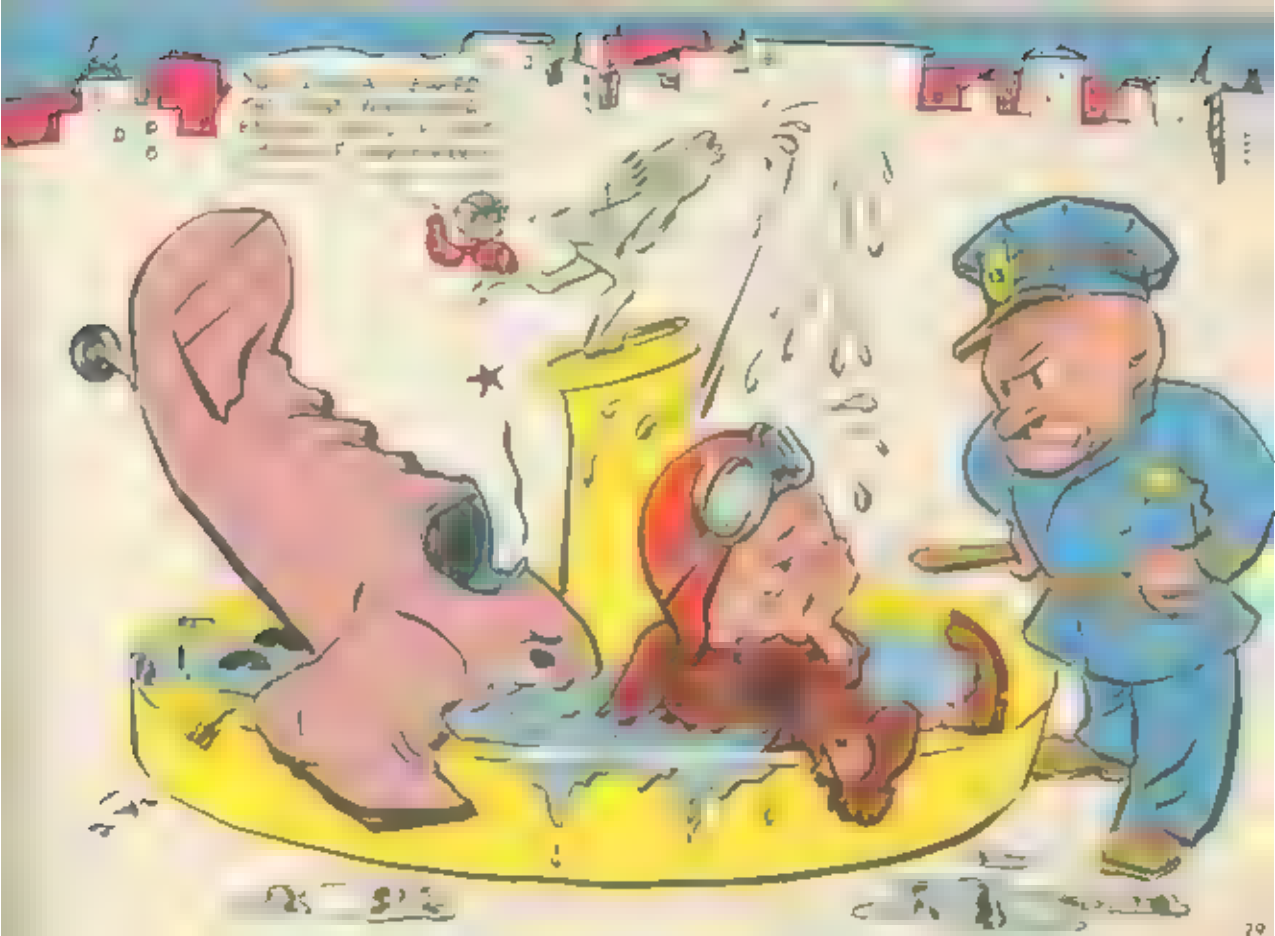
GOTTA
DUCK

ALWAYS

EMERGENCY LANDINGS



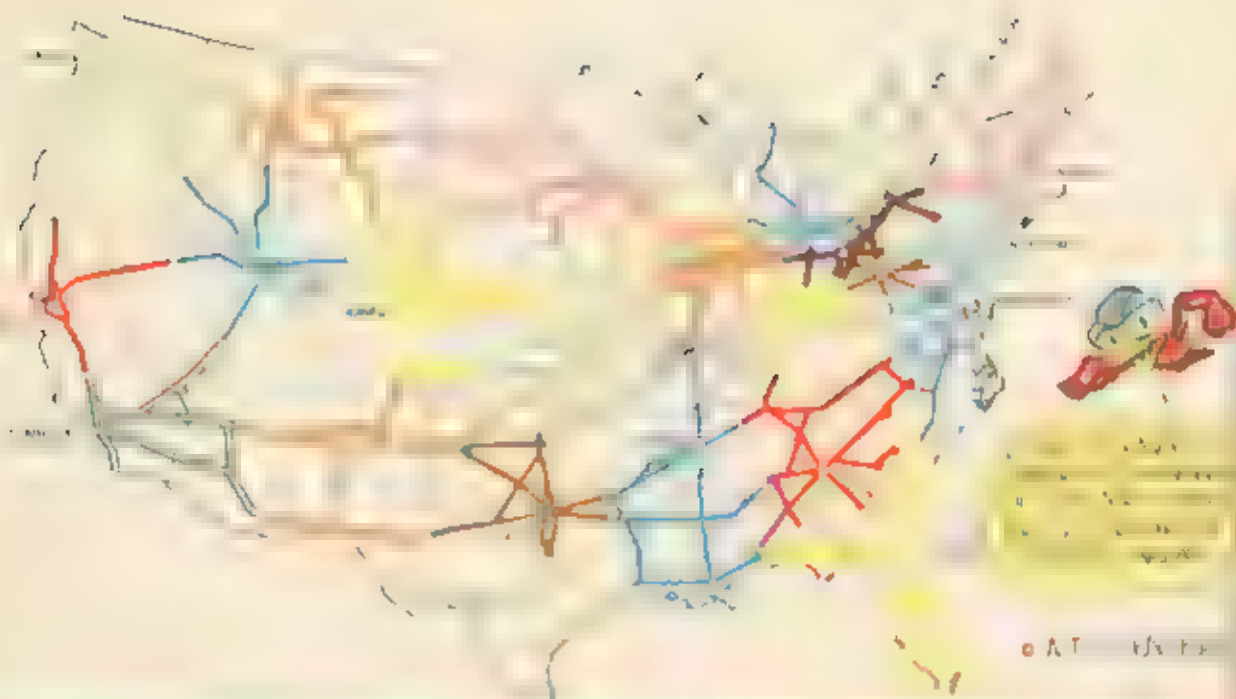
MINIMUM ALTITUDE: 1000 Feet



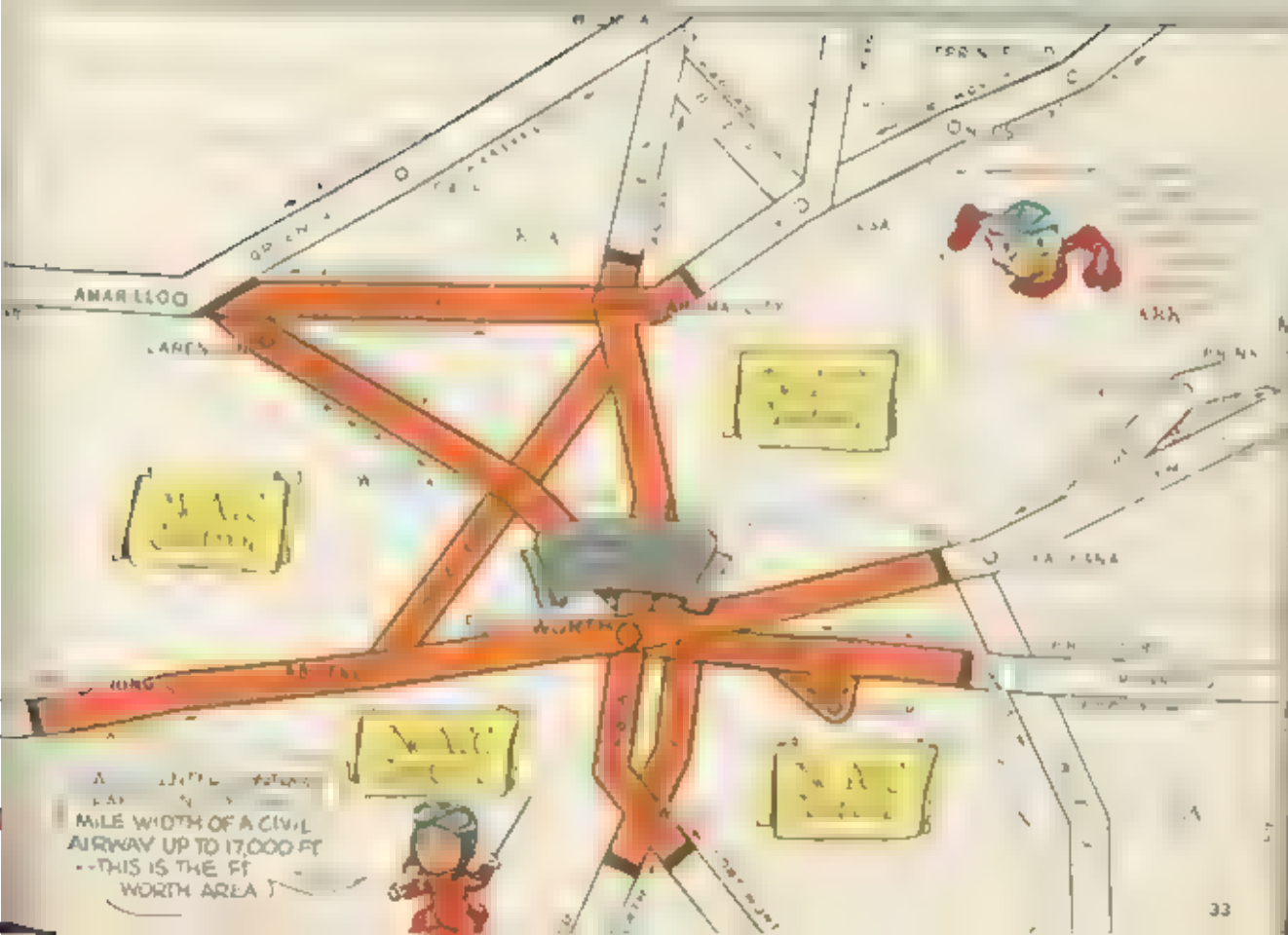


THE AIRWAY TRAFFIC CONTROL
OFFICE
OF THE
FEDERAL AVIATION
ADMINISTRATION
AIRWAY TRAFFIC CONTROL





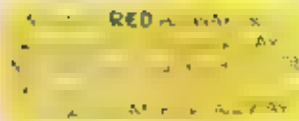
AT 1000





PRIORITY

PRIORITY



GREEN AIRWAY · NO. 1 PRIORITY

NO. 2

NO. 4



RED AIRWAY · NO. 3 PRIORITY

PRIORITY of
AIRWAYS

AMBER AIRWAY · NO. 2

BLUE AIRWAY





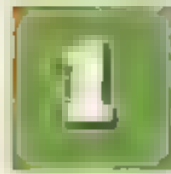
DO YOU WANT TO BE A GIRL?

YES, I DO!



G

GREEN



A

AMBER



R

RED



B

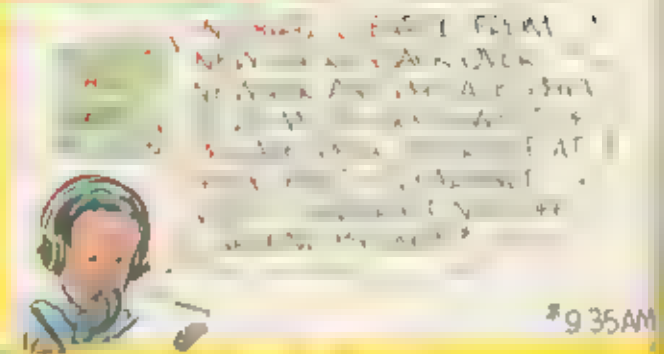
BLUE



O

ONE





This is a
RADIO RANGE
STATION

RADIO RANGE STATION

HEAR THE **N** SIGNAL
DAH-HH-DIT!

HEAR THE **A** SIGNAL
DIT-DAH-HH!

HEAR
DAH-HH!

I HEAR
DAH-HH!

ON COURSE

AIRWAYS RADIO SIGNALS

WE GOTTA
SIDE ()

ON COURSE

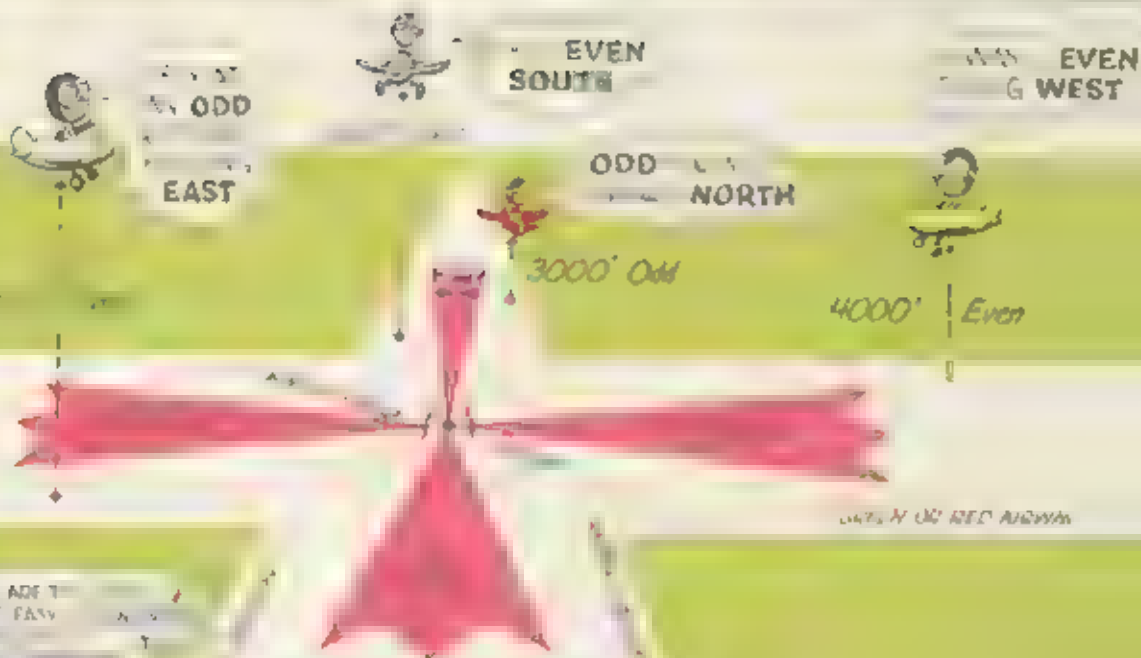
KEEP TO THE RIGHT



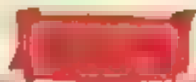
I DON'T HAVE A FLIGHT
PLAN SO I MUST STAY
UN. 1500 FT AND
ENTER R'NGE APPROACH



RANGE APPROACH CHANNEL *Traffic*



ODD and EVEN ALTITUDES



RADIO EQUIPMENT

ON OR OFF THE
WISE TO LAND
XED QUICK!



WICK AS I CAN BECAUSE
IF I RUN INTO ANY FWD



RADIO FAILURE

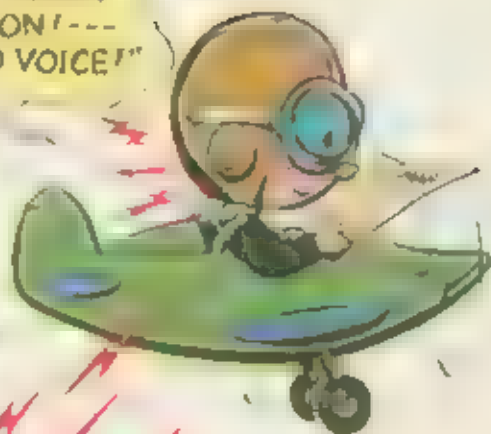
TO CROSS
A CIVIL AIRWAY,
MUST FIRST GO UP 500
FEET HIGHER THAN MY
CRUISING ALTITUDE

THEN I CUT ACROSS
AT AN ANGLE OF 45
DEGREES OR MORE

AND I
MY
ORIGINAL HEADING
AND ALTITUDE

CROSSING AN AIRWAY

A SPUTTER OF JITS
FROM A RADIO STATION
MEANS "ATTENTION! ---
SWITCH OVER TO VOICE!"



 *Attention* **SIGNAL**



FLIGHT PLAN CHANGE



THEY ARE THE NEW
MAD IN A FLAME WITH

CONTACT FLIGHT RULES

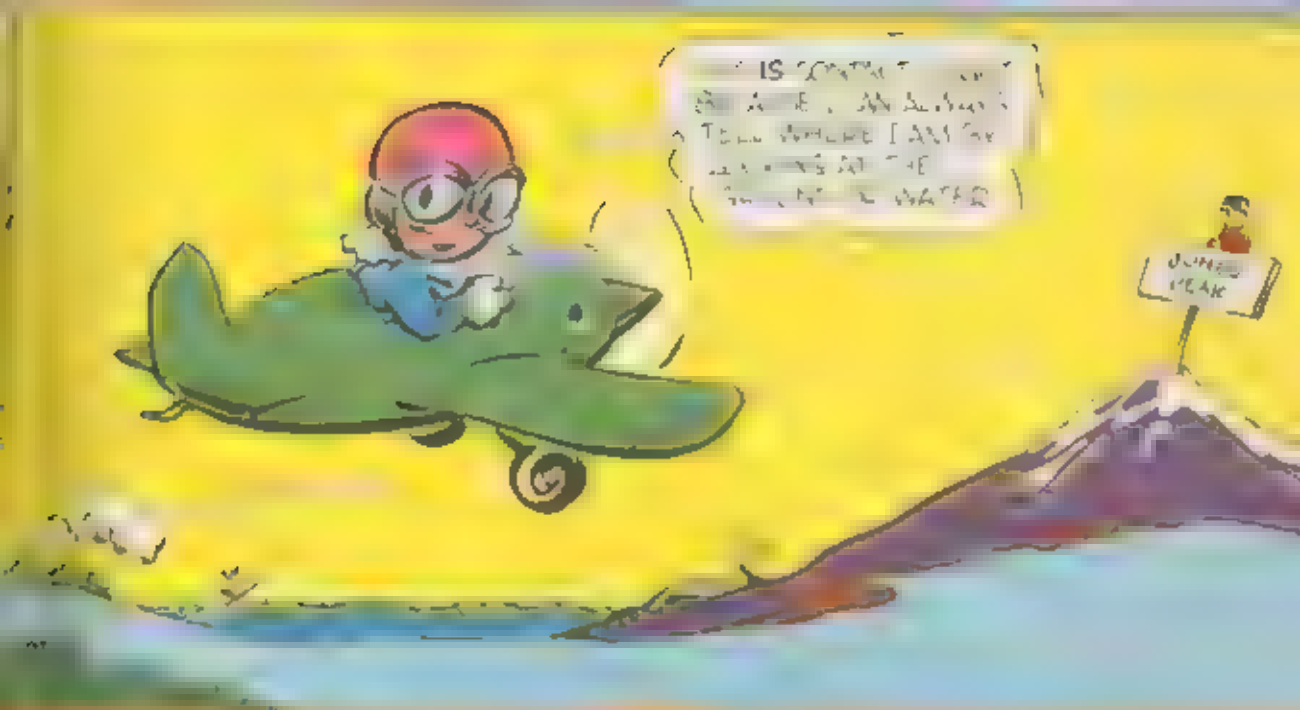


THEY ARE THE NEW
MAD IN A FLAME WITH

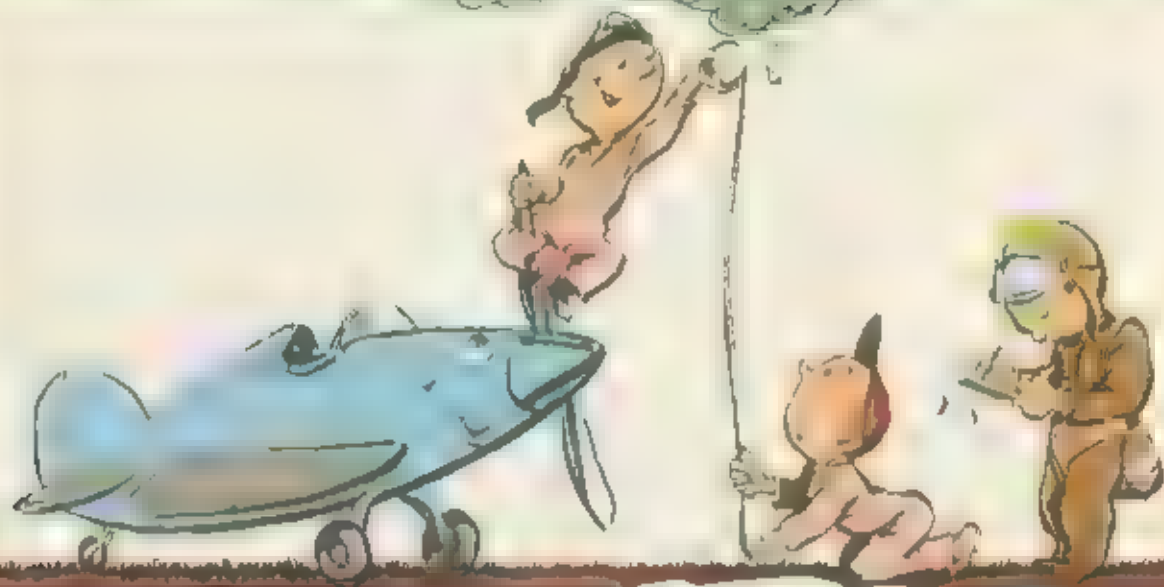




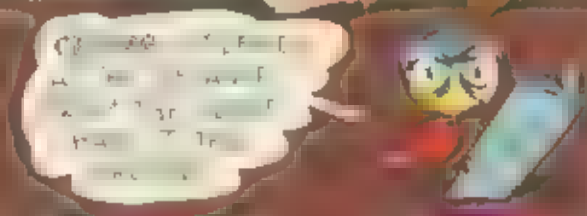
THIS IS NOT CONTACT FLIGHT



THIS IS CONTACT FLIGHT



CEILING





SMILES

THE
A
AN
READILY RECOGN
A TH THE

VISIBILITY

Day

Weather

3-11-66



(1 < B - 1 MILE FLYING)

1000 ft



2 IF BY NIGHT

1 Mile

2 Miles

WEATHER MINIMUMS

FLIGHT ABOVE 1000 FT

500 Ft



MINIMUM ALTITUDE

1000 Ft Altitude

CEILING MUST BE AT

ALTITUDE AND VISIBILITY
AT LEAST 3 MILES
DAY OR NIGHT

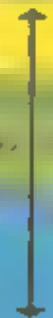
Control Zone

REMEMBER WE CAN'T FLY IN
A CONTROL ZONE UNLESS THE
CEILING IS AT LEAST 1000 FEET
AND VISIBILITY AT LEAST 3 MILES
OR 1 MILE WITH TOWER PERMISSION



Inside Control Zone

EVERY TIME WE
 GO TO THE WATER
 WE HAVE TO STAY
 AT LEAST 300 FT.
 FROM THE WATER



LANDPLANES WE
 HAVE TO STAY
 AT LEAST 500 FT.
 FROM THE WATER



ALTITUDE OVER WATER





MINIMUM DISTANCE: Open Country

AH! THERE'S
PLAINVILLE'S
WATER TOWER
CHECK MY POSITION



WATER TOWER
CHECK MY POSITION

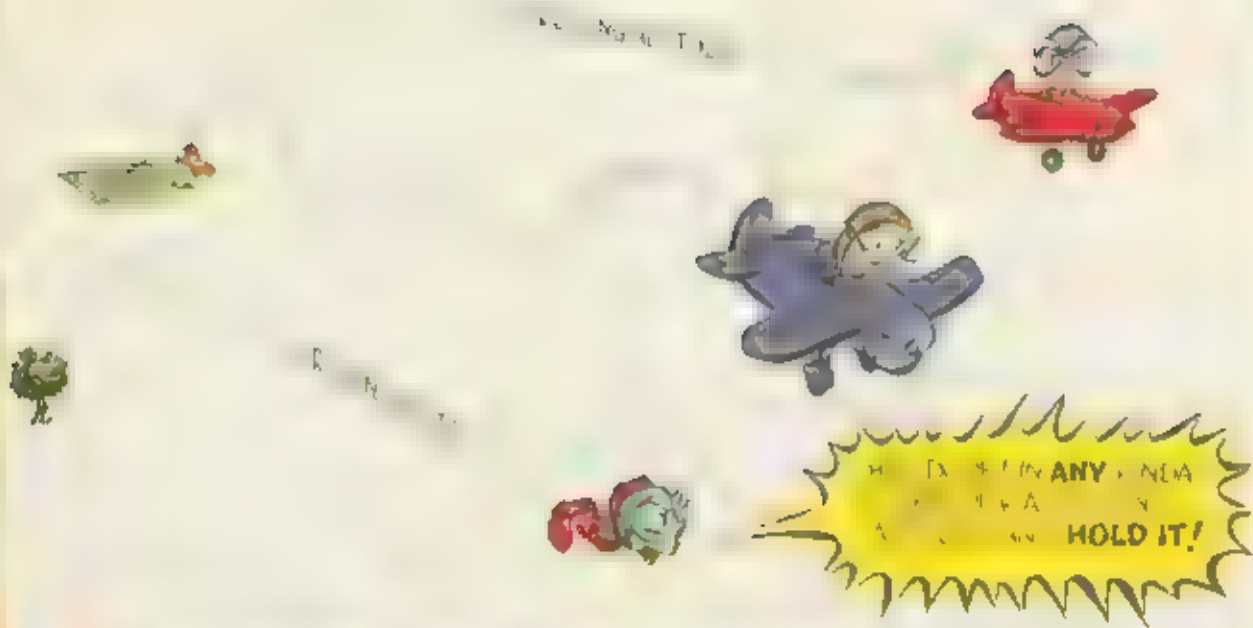


CHECK POINT



THEY ARE ALL STAYING
IN THE HOUSE
IN THE HOUSE
IN THE HOUSE





CRUISING ALTITUDE



1. The first part of the story is about the pilot's journey to the top of the mountain. He starts at the base of the mountain and begins his climb. He faces many challenges, including steep slopes and harsh weather. He uses his climbing gear and determination to overcome these obstacles. As he reaches the top, he feels a sense of accomplishment and pride.

2. The second part of the story is about the pilot's journey back down the mountain. He has to be careful not to slip or fall as he descends. He uses his climbing gear and determination to overcome these obstacles. As he reaches the base, he feels a sense of accomplishment and pride.



OVER THE TOP FLIGHT

LOOK OUT - THERE MAY BE
AN AIRCRAFT TO BREAK
OUT OF THE OVERCAST

2000

...UNLESS I HAVE A
...UNLESS I HAVE A

DEWARE OF CLOUDS *During Contact Flight*



--- They may have a **SOLID CORE!!**

I'M ON A CONTACT FLIGHT
 AND I DON'T KNOW ANYONE. I CAN'T
 GO FURTHER THAN 500 FEET A LOW
 BASE OR AN OVERCAST.



I AM FLYING ON AN
 INSTRUMENT FLIGHT
 AND I DON'T KNOW ANYONE. I CAN
 MAY BE CONTACT AS
 LOW AS 500 FEET AN OVERCAST
 AND I CAN
 CONTACT AS LONG AS
 I CAN SEE THE GROUND
 OR WATER.



CONTACT

THEY COULD BE THE ONLY
ONE TO MAKE IT
TO THE TOP OF THE
MOUNTAIN

THEY COULD BE THE ONLY
ONE TO MAKE IT
TO THE TOP OF THE
MOUNTAIN



... OR INSTRUMENTS

Two towns with a single street

ANTS DO SEEM TO FLY
FASTER AND DANGER
AND THEY CAN STING BUT
I NEVER HURT ME ANY



CLOUDS ARE VILLAINS

WORN SAFETYBELT...YOU MUST
HAVE A CURRENT INSTRUMENT
RATING AND APPROVE FLIGHT
PLAN TO FLY IN THE CLOUDS



THROUGH THE OVERCAST



AN' DONT COME BACK UP HERE 'TIL YO



EARNED **INSTRUMENT FLIGHT RULES!!**

GET MY INSTRUMENT
 READ THE INSTRUMENT
 PLAN AND GET THE INSTRUMENT
 BEFORE I CAN MAKE AN
 INSTRUMENT FLIGHT



Instrument Flight



Instrument



WAKING UP
GETTING OUT
THE SUN IN MY
HANDS
A LITTLE
FAR AWAY
THE
THE

Contact




WAKING UP
GETTING OUT
THE SUN IN MY
HANDS
A LITTLE
FAR AWAY
THE
THE



My Checklist.

1. Weather?
2. Check Points?
3. Radio Facilities?
4. Fuel?
5. Maps?
6. Alternate Airports?
7. Airplane?
8. Myself????

CHECKLIST



...is pilot is sad
...se he loves
to fly, but can't

500

...lity of
one mile...



Train 2015. I rather like it.



**I CAN'T TAKE OFF ON AN INSTRUMENT
FLIGHT PLAN, UNLESS**

800 FEET
1 MILE

700 FEET
3 MILES


600 FEET
4 MILES

500 FEET
5 MILES

5 Miles



Clearance Minimums



EXCEPT FOR TAKEOFF &
LANDING, BALLOON PILOTS
TRY TO STAY AT LEAST 1000 FT
ABOVE THE HIGHEST POINT
ON MY ROUTE

MINIMUM CRUISING ALTITUDE



CAN FIND MYSELF BY
TURNING IN A
RADIO FIX!



WHERE AM I?



THE RADIO

THE RADIO

THE RADIO

THE RADIO

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RADIO FIXES

THIS IS AN INTERESTING
FIX--I AM FLYING ON A LEG
OF AN AIRCRAFT FOR THE
FIRST TIME IN MY LIFE AS
A PILOT. I AM THE ONLY
ONE ON THE LEG. I AM NOT

BEFORE ENTERING
THE CONE OF SILENCE
THEN I'M RIGHT
OVER STATION 10

2nd - 10-11-19

IF MY RADIO GOES
IN THE FLIGHT, I HAVE TO DO IT MY-
SELF. I'M NOT A FLYING RADIO.
I'M A FLYING MAN.



RADIO TROUBLE?





HOW CAN WE LET AGONY

THE WEATHER HAS
"CLOSED IN" AT THE
AIRPORT WHERE I WAS
GOING--SO I'M USING
MY NITELIFE!

lowest price! We know of it first!

ALWAYS BOOK AN
AIRLINE
YOU CAN'T ALWAYS FIND
THE CHEAPEST LAST!

ABOUT

FINCH

DIDN'T LET US

AN' ARE WE
BOINED UP!

IS!

FILING AN ARRIVAL

W W W A F F A
F F F F F F F F F F
F F F F F F F F F F
F F F F F F F F F F

HONK!
HONK!

IN FOG OR BAD WEATHER

A colorful, stylized illustration of a city skyline. The foreground is a solid red banner with the text "NO ACROBATICS OVER HERE" in white, bold, sans-serif capital letters. The banner is slightly curved. Behind the banner, the city skyline is depicted with various buildings and structures. On the left, there's a small brown building. In the center, a large, multi-story building with a red roof and a sign that says "HOTEL" is visible. To the right of the hotel, there's a tall, thin tower. Further right, there's a yellow building with a sign that says "CITY". The sky is a light blue with some white clouds. A small red airplane is flying in the sky, and a small figure of a person is visible on the right side of the skyline.

NO ACROBATICS OVER HERE

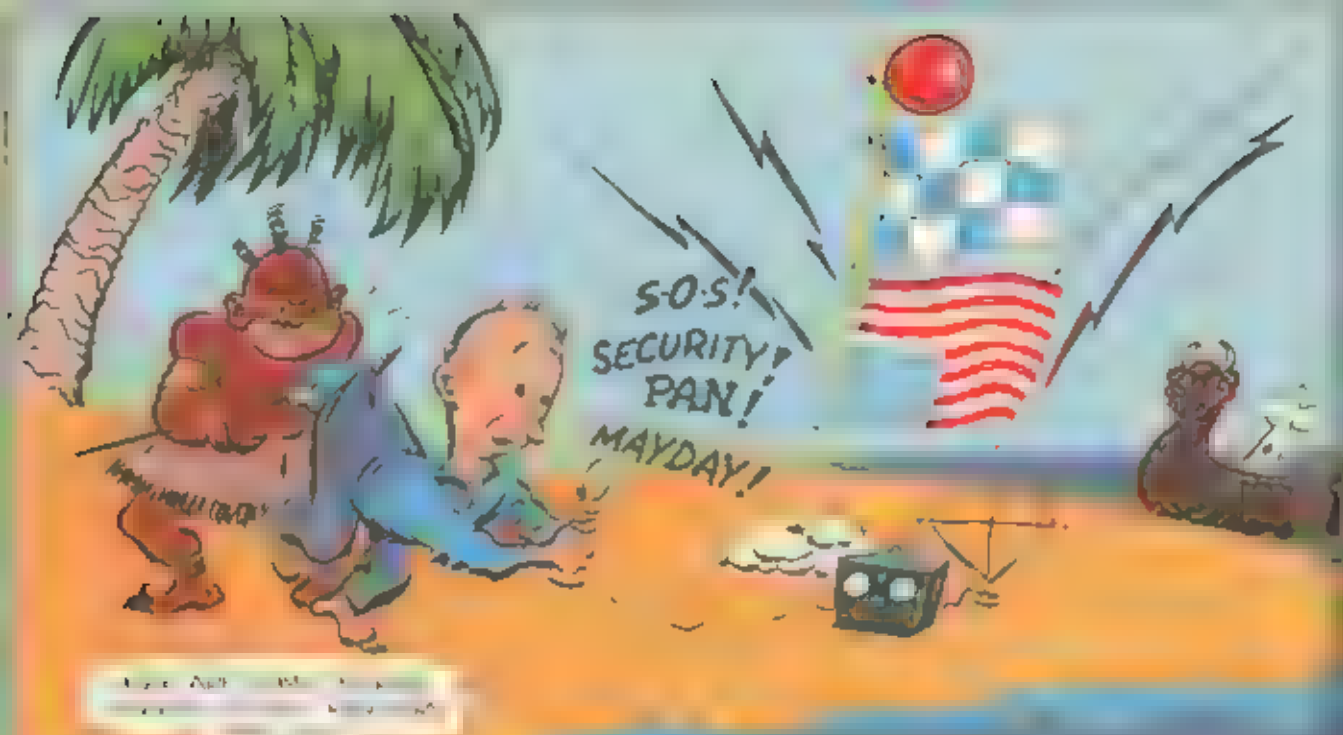


Weather Minimums

LOOK OUT BELOW!!







DISTRESS SIGNALS

YOU'VE BEEN THROUGH THIS BOOKLET ONCE. Now study it again. Each time you look at a page you'll find something new that escaped your attention before. When you are satisfied that you have mastered 'I've Got Wings,' then try your hand at the two quizzes on the following pages.

There are twenty questions in each quiz. Each question is followed by the number of the page containing the correct answer. The correct answers are also listed on page 92.

Each question correctly answered is worth 5 points. A score of 100 is perfect. Good going! Ninety's good. Eighty — you're getting wobbly. A good pilot knows all the answers. Dig in. Your wings are worth a lot of work and study.

QUIZ NUMBER 1

True False

- 1 A flashing red light gun signal means "far, back to the hangar" (p. 8)
- 2 I will usually circle the airport to the right (p. 15)
- 3 An air vehicle that can control itself the most gives way to the one that can control its movements the least (p. 22)
- 4 Eight hundred feet is the minimum altitude over cities, crowds, etc. (p. 28)
- 5 I must alter my course to pass 500 feet _____ the right of aviation _____ (p. 24)
- 6 _____ (p. 24)
- 7 Heading north I fly at an even altitude (p. 41)

True False

- 8 I need not keep tuned to control tower after take-off (p. 21)
- 9 Ceiling is the distance from the top of the clouds to the ground (p. 50)
- 10 When flying above 1,000 feet, day or night I must be at least 500 feet below the ceiling and have 3 miles or more visibility (p. 53)
- CFR over open country I must not fly any closer than 500 feet to the ground, mountains, or the ceiling (p. 55)
- On instrument flights I must stay at least 500 feet above hills, mountains, or water except for take-offs and landings (p. 74)
- If my radio goes bad I have to descend to where I can fly CFR or land at the first contact airport (p. 76)
- You need a 1,000 foot ceiling and 2 miles forward visibility to fly in a control zone (p. 17)

True False

10. Emergency landings have the right of way when a plane is on fire (p. 27)
11. The sound of the M signal is "Dettah, dett" (p. 38).
12. Heading east I fly at an odd altitude (p. 41)
13. In contact flight the pilot controls his flight by reference to the ground or water (p. 49)
14. At night when flying outside a control zone and below 1,000 feet I must have a minimum visibility of 4 miles (p. 53)
15. If I am flying over water I am allowed to fly over water at an altitude of 300 feet (p. 54)
16. In contact flight it isn't important to pick any particular cruising altitude (p. 54)
17. When flying contact flight rules I must turn back or go around clouds (p. 63)

True False

18. An alternate airport with a ceiling of broken clouds at 1,500 feet must have 3 miles forward visibility (p. 80)
19. When the weather closes in ahead of me or at my destination—the smartest maneuver I can make is an 180-degree turn (about face) (p. 81)
20. I can do acrobatics if I pull out at least 1,000 feet from the ground (p. 83)

ANSWERS

		Q-1		Q-2	
Q-1	Q-2	Q-1	Q-2	Q-1	Q-2



"SLANGUAGE"

Ace—a combat pilot with five or more victories.

Blanket Drill—sleeping.

Blind Flying—a date with a girl you've never seen.

Bumps—the effect of updrafts and downdrafts encountered in flight.

Bunk Flying—talking aviation in quarters.

Buzzing—flying dangerously low over people or property on the ground; (taboo).

Caterpillar Club—a jump for life in a parachute qualifies for membership.

Chinese Landing—one wing low.

Climber—a poorly executed maneuver.

Conservatory—a power-operated, glass-enclosed machine gun turret.

Control—a warning called out by the pilot to inform the mechanic the ignition switch is on.

Cracking Good Show—highest possible praise of a performance.

Dead Stick—gliding plane, after the engine has coked.

Daylight—combat between two planes.

Drive It In The Mangar—stop talking aviation.

Dummer—a lunkhead pilot.

Dust Bin—underside rear gun turret in an enemy aircraft.

Eggs—bombs.

Fat Friends—balloons.

Flak—anti-aircraft fire.

Flying The Iron Beam or Iron Compass—pilot flying along railroad.

Flying Pig—aerial torpedo.

Flying the Gauges—instrument flying.

Gain Some Altitude—come to a more erect standing or sitting position. Used to correct the "civilian slouch" in new cadets.

Geese—enemy bomber formation.

Get Bigger—do your best; strive to the utmost.

Give It The Guts—advance the throttle to accelerate engine speed.

Glashouse—power operated turret.

Go Into A Tailsipin—get mad.

Going Upstairs—gaining altitude; climbing.

Good Show—a commendable action.

Grab A Broze—come to a position of super attention; usually directed at new cadets.

Hanger Pilot—mechanic who talks a great flight.

Hedge Hopping—low flying.

He's In A Flat Spin—a bit touched.

Hit The Deck—when an aviator lands.

Hitting The Silk—to make a parachute jump.

Hot Crate—a speedy plane.

H. P.—a hot pilot.

Jinking—dodging anti-aircraft fire.

Lame Duck—damaged plane.

Laying The Eggs—dropping bombs.

Life Saver—a parachute.

Mustard—smart pilot.

Office—the pilot's cockpit, usually in a large airplane.

Ontans—firing anti-aircraft shells.

Overhoot—to glide beyond the landing field before landing.

Pea Shooters—the high-powered planes of the Air Forces.

Pulpit—the cockpit.

Ready Room—the room where pilots on duty assemble, ready for instant call to action.

Reef Back—pull back the stick in flying a plane.

Roll Up Your Flaps—stop talking.

Shoot Landings—to acquire practice in landing a plane.

Short Snorter—a member of an unofficial fliers' club, each member of which carries a one dollar bill autographed by fellow short snorters. Any members being unable to show the bill upon request of a fellow member, must forfeit a comparable bill or note to each short snorter present.

Shot Down In Flames—killed by a girl friend.

Show—action in the air.

Slap On The Coat—open the throttle to give a plane more gas.

Solo—flying alone; hence doing anything else without company.

Spin Off—take a nap; or go to bed.

Split Curl—a side slip in a plane.

Sugar Report—a letter to or from a girl friend.

Tear Off A Strip—to give someone a bowling out.

Tin Fish—an aerial torpedo.

Wooding—the telling of tall tales.



Hey! wait for me!

